

INTIMATIONS

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY.

- Established A.D. 1841.
- A—THORNE'S BLEND White Capsule \$10.50
- B—WATSON'S GLENROTHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark 10.80
- C—WATSON'S ABDELOR-GLEN-LIVET, Red Capsule, with Name and Trade Mark 12.00
- D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40
- E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule 15.00
- THORNE'S BLEND and WATSON'S GLENROTHY are high class Scotch Whiskies, of greater age than most brands in the market.
- ABDELOR GLENLIVET is a very old Pot Whisky (smoky) and could not now be replaced in stock at the price.
- D is well known for its fine flavour.
- E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & Co., LIMITED.
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The Daily Press.

HONGKONG, December 1st, 1900.

The telegram from our London correspondent published in to-day's issue informs us that Lord Methuen's division has had ten hours of the hardest fighting in the annals of the British army and that eight thousand Boers were dislodged from their position. The next telegram will no doubt bring us the list of casualties, and it will be feared, it is certain indeed, that it will be a long one and will plunge many families into mourning. The victory is a notable one and brings the relief of Kimberley very close. Its effect, however, must not be exaggerated. The wording of the telegram leads us to suppose that the Boer army, though dislodged from their position, was neither annihilated nor captured, and, with the necessary deduction for casualties, it will still be available to oppose the British advance. The Boer casualties would no doubt be heavy, but whether when they are reckoned up they will come to as much as those of the British is doubtful, for in a case like this it is to be presumed that the loss of the attacking party would be somewhat greater than that of the defenders, it is, as seems to have been the case, the latter were able to withdraw in fair order. When the war commenced we expressed the opinion that it would be short and sharp. Sharp it certainly has been, so far as it has gone; short, unfortunately, it does not now appear likely to be. The Boer strength is vastly greater than was supposed, even by the most competent judges, and it is passing strange that in the case of a country with nearly half the population British our intelligence department should have been so uninformed regarding the enemy's artillery. And not only are the Boers in possession of a magnificent armament, but they know how to use it, and they are, moreover, endowed with such tenacity of purpose as renders their surrender improbable until they are reduced to the last gasp. But whatever the cost, we are in for a "fight to a finish," and have to see it through.

It is not of much practical utility at this time of day discussing the justification of the war; there can be but few Dilettantes now, we think, who will not acknowledge that it was not only justifiable, but necessary. Yet as recently as the 28th October we find Mr. DUFFY ROBERTS, M.P., writing to the Times defending his vote in the House of Commons against the war supply on the ground that the result of a refusal of the supply would be "an immediate communication to President Kruger frankly accepting his offer of August 19, an immediate armistice, no further shedding of blood either Boer or British, and the conclusion of a peace as truly honourable to this country as was, in my mind, the peace concluded by Mr. Gladstone after 'Majuba Hill.'" But was the peace concluded by Mr. Gladstone honourable. Magnanimous no doubt it was, but it rested on a grave error of judgment, for which we are now paying the price. Had the issue been fought out in 1884 it would have cost not a tithe of the lives either Boer or British that must now be sacrificed. As to Mr. DUFFY ROBERTS' proposal, it amounts, as the Times puts it, to this, that the Gov-

ernment of the Queen ought to have been compelled in this way by the action of her loyal Commons to sue for peace to President Kruger after he had ordered her to withdraw her troops from portions of her own territory. As to the necessity for the war we may also quote the Times. "To what end has the Transvaal been applying the 'riches she has extracted from the Uitlanders?' For years she has been openly creating a great military power armed to the teeth across our borders. That power 'by the nature of things could have but one object. It was directed against us, and against us alone. How effective the military strength of the Transvaal had become has been shown only too clearly by the way in which she 'has been able to take the offensive' against this country on both her frontiers. Do the people who declare that we 'have been over-lavishly and who dwell upon the beauties of patience that we ought to have waited until Mr. Kruger had spent 'further millions upon his artillery, had 'hired more mercenaries, and had constructed fresh systems of forts.' We are told that the war will leave a legacy of hatred. We do not believe it. When the equality of both white peoples has been established under the supremacy of the Crown they will learn to respect if not to love each other, and we see no reason why the Dutch of South Africa, when their dream of racial supremacy over the British is finally shattered, should not become as loyal as the French Canadians."

Mr. Hugh Clifford, the British Resident in Pretoria, has been appointed Governor and Commander-in-Chief of British Bechuanaland.

With this issue is published a *Herald* reprinted from the *London Standard* which is a very good performance which will interest those readers who are looking forward to seeing Kruger's entertainment.

In a Reuter's telegram of the 22nd November, as published here, it was stated that the defence of Port Natal was being evacuated and the garrison was being ordered to leave. The *Standard* states that the evacuation was not complete, and that the garrison was still in the place. It is stated that the evacuation was not complete, and that the garrison was still in the place. It is stated that the evacuation was not complete, and that the garrison was still in the place.

Some enterprising natives have, we hear, formed a Company of *Chitons* to be called the *Chitons Company*. The object of the Company, as indicated by its title, is to afford protection to trading vessels against pirates. It is proposed to outfit a fleet of *Chitons* to patrol the coast of the Cape of Good Hope, and to supply convoys to the Cape of Good Hope. The *Chitons* are to be supplied with arms and ammunition, and to be supplied with arms and ammunition. The *Chitons* are to be supplied with arms and ammunition, and to be supplied with arms and ammunition.

The Hongkong Football Club Rugby team have been invited to play a match against the Natal team at Natal. The match is to be played on the 15th of December. The Hongkong team is to be captained by Mr. J. H. Watson. The Natal team is to be captained by Mr. J. H. Watson. The match is to be played on the 15th of December. The Hongkong team is to be captained by Mr. J. H. Watson. The Natal team is to be captained by Mr. J. H. Watson.

CHARTERS GRANTED TO MR. FRITHWOLD. A Seoul dispatch says that last year Great Britain secured from the Korean Government a concession for the working of the Fungyang coal mine. The Korean Government refused the demand on the ground that the mine was reserved for supplying the Imperial Household. The concession was granted to Mr. Frithwold, a British subject, who is now working the mine. The mine is situated in the Fungyang district, and is one of the largest in Korea. The mine is situated in the Fungyang district, and is one of the largest in Korea.

LAURENCE STAMER MOVEMENTS. The C. P. R. Co's steamer *Empress of India* arrived at Hongkong at midnight on Tuesday, the 28th November, and left at noon on the 29th November for Yokohama, where she was due to arrive at 11 a.m. yesterday.

SHIPPING REPORTS. The German steamer *Clara*, from Haiphong, arrived at Hongkong at midnight on Tuesday, the 28th November, and left at noon on the 29th November for Yokohama, where she was due to arrive at 11 a.m. yesterday.

TELEGRAMS.

"DAILY PRESS" SERVICE.

LONDON, 29th November.

THE WAR.

LORD METHUEN'S ADVANCE.

SOME OF THE HARDEST FIGHTING IN THE BRITISH ANNALS.

THE BOERS DRIVEN FROM THEIR POSITIONS.

An official dispatch received from Lord Methuen states that his division has had ten hours of the hardest fighting in the British annals, without food and water and under a burning sun, at Modder River.

Eight thousand Boers were driven from their positions.

The River falls into the Bisk River about twenty-five miles north of Kimberley.

THE CASUALTIES AT GRASSPAIN.

The German casualties were 24 killed, 168 wounded, and 7 missing.

LADYSMITH.

Ladysmith was safe on the 24th.

REUTER'S SERVICE.

LONDON, 28th November.

LADYSMITH.

News from Ladysmith dated 24th inst. states that all was well.

THE BRITISH ADVANCE IN NATAL.

Ten thousand British troops are now at Pietermaritzburg.

REINFORCEMENTS FOR THE CAPE.

The Daily News understands that the Government has decided to immediately mobilize the 6th division.

CASUALTIES AT GRASSPAIN.

General Buller gives the total casualties at Grasspain at 198, including Capt. Prothero, Lieut. Jones, and Midshipman Hindard, of the Dorset.

THE SPECIAL SERVICE SQUADRON.

The special service squadron has been ordered to Gibraltar after assisting in the farewell to the Emperor and Empress of Germany at Sheerness.

THE SAMOA QUESTION.

The United States has declined to accept the Samoa Agreement, but has submitted a draft treaty which it is believed will prove acceptable.

THE JAPANESE NAVY.

The Japanese destroyer *Karega* built on the Thames has left for Japan.

"VOLUNTEER GAZETTE" SERVICE.

LONDON, 28th November.

FILLING UP THE GAPS IN THE COMMISSIONED RANKS.

Forty Cadets at Sandhurst received commissions yesterday, and many more will pass out at Sandhurst in the near future.

THE VISIT OF THE EMPEROR OF GERMANY.

The Emperor of Germany has left £200 for the wives and children of the non-commissioned officers of the 1st Division.

SUPREME COURT.

30th November.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUNISHMENT JUDGE).

ULMAN V. KRAN.

In this case Messrs J. Ulman and Co. v. Kran, who were employed by the defendant, were found to have been guilty of a conspiracy to defraud the plaintiff of £200.

THE HON. MR. JUSTICE WILKINSON.

The Hon. Mr. Justice Wilkinson gave judgment in the case of *Ulman v. Kran*, and found for the plaintiff.

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HONGKONG LEGISLATIVE COUNCIL.

Yesterday afternoon a meeting of the Hong Kong Legislative Council was held in the Government Offices, there being present:

His Excellency the Governor (Sir Henry Blake, G.C.M.G.).

The Hon. J. H. STUART LOCKHART, C.M.G. (Commanding the Troops).

The Hon. H. E. POLLOCK (Acting Attorney-General).

The Hon. R. MURRAY RUMNEY (Harbour Master).

The Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police).

The Hon. A. M. TROSBY (Colonial Treasurer).

The Hon. P. J. O'BRIEN (Director of Public Works).

The Hon. C. P. CHATER, C.M.G.

The Hon. E. R. BELLER, C.M.G.

The Hon. W. A. YUK.

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VESSELS ON THE BERTH

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STAMEN	TO	REMARKS
LONDON	MASSACHUSETTS	1st Dec	Freight or Passage.
NAGASAKI & KORE	SOON	2nd Dec	Freight.
LONDON, &c.	CLYDE	9th Dec	See Special Advertisement.
YOKOHAMA & NAGA- SACKI & KORE	ROBERTA	10th Dec	Freight or Passage. (Pass- age through the Inland Sea.)
SHANGHAI	PANAMA	10th Dec	Freight or Passage.
LONDON	JAPAN	14th Dec	Freight or Passage.

Hongkong 16th May 1899.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

(Passenger Service).

Freight Service.

(Landing Cargo at through rates in AMSTERDAM, ROTTERDAM, LONDON, OROHON,
LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GUYANA, PORTS IN THE LANTAR, BLACK SEA
and Baltic Ports, North and South American Ports).

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	REMARKS
HARVE & HAMBURG	(London with transshipment in Hamburg)	3rd Dec	Freight.
KONGSBERG	(London with transshipment in Hamburg)	10th Dec	Freight.
AMERICA	(London with transshipment in Hamburg)	17th Dec	Freight.
AMERICA	(London with transshipment in Hamburg)	24th Dec	Freight.
AMERICA	(London with transshipment in Hamburg)	31st Dec	Freight.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., Agents.

Hongkong, 29th September, 1899.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	REMARKS
SANUKI MARU	MARSHALLS, LONDON AND ANT- WERP, VIA SINGAPORE, PHRANG, COLOMBO, AND PORT SAID	1st Dec	Freight.
TOKYO MARU	YOKOHAMA (DIRECT)	7th Dec	Freight.
HARUKA MARU	MARSHALLS, LONDON AND ANT- WERP, VIA SINGAPORE, PHRANG, COLOMBO, AND PORT SAID	15th Dec	Freight.
KANAKURA MARU	KOBE AND YOKOHAMA	21st Dec	Freight.
YAMATO MARU	NAGASAKI, KORE AND YOKO- HAMA	23rd Dec	Freight.
AMERICA MARU	YOKOHAMA, THURSDAY ISLAND, SAVANNAH, GEORGIA, AND NEW YORK	29th Dec	Freight.

For further particulars as to Freight, Passage, etc., apply to the Company's
Local Branch Office at No. 1, Prince Street.

A. S. MITHRA, Manager.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KORE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

FOR PORTLAND, OREGON.

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FOR PORTLAND, OREGON.

FOR VICTORIA, B.C. AND TACOMA.

FOR PORTLAND, OREGON.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	MASSACHUSETTS	1st Dec	Freight or Passage.		
NAGASAKI & KORE	SOON	2nd Dec	Freight.		
LONDON, &c.	CLYDE	9th Dec	See Special Advertisement.		
YOKOHAMA & NAGA- SACKI & KORE	ROBERTA	10th Dec	Freight or Passage. (Pass- age through the Inland Sea.)		
SHANGHAI	PANAMA	10th Dec	Freight or Passage.		
LONDON	JAPAN	14th Dec	Freight or Passage.		

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WUJONG."

Captain Dowson, will be despatched as above

TO-DAY, the 16th December.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th November, 1899.

VESSELS ON THE BERTH

WEST RIVER SERVICE.

THE New Twin Screw Steamers

"SAMHUI" and "WUJONG"

will be despatched alternately from Messrs.

DOUGLAS, DUNN & CO.'S WHARF at 5 P.M.

ON MONDAYS, WEDNESDAYS, and FRIDAYS

for Shanghai, calling at Kowloon, Canton,

Kamoi, Shanghai, and Hongkong.

Both Vessels have superior accommodation

for Passengers.

For further particulars apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th October, 1899.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Tientsin, Pootung, and QUEEN-
SLAND PORTS, and taking through cargo

to ADELAIDE, SYDNEY, and

TASMANIA, &c.

THE Steamship

"AUSTRALIAN"

Captain Helms, will be despatched for the

above ports on FRIDAY, the 18th inst., at

4 P.M.

This well-known Steamer is specially fitted

for Passengers, and has a large supply of

Provisions, and a large supply of

Electric Light.

N.B.—Stateroom Tickets issued by this

Company to and from Australia are available

for return to the Company's Office in

Hongkong, and for further particulars apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st November, 1899.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, HONGKONG, ADEN, BOYFI,
MARSEILLES, MEDITERRANEE,
AND BLACK SEA PORTS.LONDON, HONGKONG, AND
PORTS OF BRAZIL, RIVER PLATE.

ON SATURDAY, the 2nd December, 1899

at Noon, the Company's Steamship

"ANNA," Captain Collet, will be

despatched for the above ports, calling at

Kobe, Yokohama, and Hongkong, and

leaving this port for MARSEILLES via

BOMBAY.

This Steamer connects at COLOMBO with

the S.S. "Argentine," which vessel takes on

the Passengers and Mail, leaving this port on

the 14th December direct to Sues, Port Said,

and Marseilles.

Cargo and Goods will be registered for

London as well as for Marseilles, and accepted in

accordance with the regulations for the principal

ports of Europe.

Shipping Orders will be granted till Noon.

The Steamer will be received at 5 P.M. on the 1st

December. (Passengers are not to be on board;

they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further particulars, apply to the

Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 21st November, 1899.

THE OSAKA SHIMEN KAISHA, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TAMUKI MARU,"

Captain K. Sato, will be despatched for the

above ports on SUNDAY, the 3rd Decem-
ber, at Daylight.

For Freight or Passage, apply to

THE MITSUBISHI BUNSEN KAISHA, Agents.

Hongkong, 27th November, 1899.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KORE,
AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Durand, will be despatched as above

on or about SUNDAY, the 3rd December.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 29th November, 1899.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"PAHOU,"

Captain Williams, will be despatched as above

on MONDAY, the 4th inst., at Noon.

The attention of Passengers is directed to

the Superior Accommodation offered by this

Steamer. The Vessel is fitted throughout with

Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th November, 1899.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKANG,"

Captain Moore, will be despatched as above

on MONDAY, the 4th inst., at 4 P.M.

The attention of Passengers is directed to

the Superior Accommodation offered by this

Steamer. The Vessel is fitted throughout with

Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th November, 1899.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFGHANISTAN,"

will be despatched for the above port on or

about 14th December.

For Freight, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 22nd November, 1899.

FOR NEW YORK.

THE 3rd A. I. American Ship

"MARY L. OUBHING,"

Captain Bels, will be despatched for the above

port on or about 14th January, 1900.

The Steamer has superior accommodation for

Passengers.

For Freight or Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 2nd November, 1899.

VESSELS ON THE BERTH

WEST RIVER SERVICE.

THE New Twin Screw Steamers

"SAMHUI" and "WUJONG"

will be despatched alternately from Messrs.

DOUGLAS, DUNN & CO.'S WHARF at 5 P.M.

ON MONDAYS, WEDNESDAYS, and FRIDAYS

for Shanghai, calling at Kowloon, Canton,

Kamoi, Shanghai, and Hongkong.

Both Vessels have superior accommodation

for Passengers.

For further particulars apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th October, 1899.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAM-
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Hongkong, 21st November, 1899.

COMPAGNIE DES MESSAGERIES
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